

Message Text

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ACTION SS-25

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C O N F I D E N T I A L SECTION 1 OF 2 ATHENS 7970

EXDIS

DEPARTMENT PLEASE PASS USCINCEUR, CINCUSAFE, USDOCOSOUTH
AND USNMR SHAPE. MILITARY ADDRESSEES TREAT AS SPECAT
EXCLUSIVE

E.O. 11652: GDS
TAGS: PEPR, GR TU
SUBJECT: FOREIGN RELATIONS: AUGUST 28-31 GREEK-TURKISH AEGEAN
AIRSPACE TALKS

REF: (A) ANKARA 6441 (B) ATHENS 7639 (C) ATHENS 6980

1. SUMMARY: THE GREEKS HAVE GIVEN US A DETAILED BRIEFING
ON THE ATHENS AIRSPACE TALKS WHICH SUPPORTS THEIR INITIAL
NEGATIVE APPRAISAL (REF B). ALTHOUGH AGREEMENT WAS
REACHED ON SOME TECHNICAL MATTERS, THE BASIC DIFFERENCES
ON THE SECURITY QUESTION REMAIN. THE GREEKS CONSIDER
THE TURKISH PROPOSAL FOR CONTINGUOUS BANDS TO BE LACKING
IN REAL RECIPROCITY AND THEREFORE TO BE UNACCEPTABLE,
AS ARE TURKISH VIEWS ON THE LIMNOS TMA. THE RESULTS OF
THE ISTANBUL AND ATHENS AIRSPACE TALKS WILL BE CONSIDERED
BY THE SECRETARIES GENERAL WHEN THEY MEET IN ATHENS
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NEXT WEEK. END SUMMARY

2. DIMITRIS MACRIS, MFA DIRECTOR FOR TURKEY AND CYPRUS
WHO HEADED THE TEAM OF GREEK EXPERTS AT THE AUGUST
28-31 GREEK-TURKISH AIRSPACE TALKS, HAS NOW BRIEFED
US IN DETAIL ON THE TALKS. MACRIS CONFIRMED SOYSAL'S
ASSESSMENT (REF A) THAT LITTLE IF ANY PROGRESS HAD BEEN

MADE IN NARROWING THE DIFFERENCES BETWEEN THE TWO SIDES. WHILE REFRAINING FROM CHARACTERIZING THE TALKS AS A FAILURE, HE REPEATED THAT TURKISH VIEWS WITH RESPECT TO THE SECURITY QUESTION RAISE SERIOUS QUESTIONS ABOUT GOT OBJECTIVES IN THE AEGEAN. THE GREEKS SUSPECT THAT THEY MAY BE SEEKING TO ACHIEVE OPERATIONAL CONTROL OVER AREAS FALLING UNDER GREEK SOVEREIGNTY OR, POSSIBLY EVEN, TO ESTABLISH SOME KIND OF LINK WITH THE CONTINENTAL SHELF ISSUED. MACRIS SAID IT WAS NOT UP TO THE SECRETARIES GENERAL AND EXPRESSED THE HOPE ELEKDAG MIGHT BE PREPARED TO BREAK THE IMPASSE WITH NEW PROPOSALS WHEN HE COMES TO ATHENS.

3. SECURITY QUESTION: MACRIS SAID THE TURKS SAY THEY NEED TO HAVE A GOOD PICTURE OF AIR ACTIVITY ALONG THEIR COAST OUTSIDE OF ESTABLISHED AIRWAYS OR CORRIDORS (I.E. PRIMARILY MILITARY AIRCRAFT) FOR SECURITY REASONS. THE GREEKS PROPOSED THAT THIS TURKISH REQUIREMENT COULD BE MET BY USING EXISTING RADARS AND COMPUTERS IN A CROSS-TELL SYSTEM WHICH WOULD PROVIDE "AUTOMATICITY, CONTINUITY, AND COVER ALL AIRCRAFT ACTIVITY." THE GREEK SIDE THOUGHT, HE SAID, IT HAD FOUND A FORMULA TO RESOLVE GREEK-TURKISH DIFFERENCES IN THIS AREA THROUGH THIS PROPOSAL. (WE QUESTIONED MACRIS WHETHER THE GREEKS WERE TALKING ABOUT

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AN AUTOMATIC OR A MANUAL CROSS-TELL SYSTEM AND HE INSISTED IT WOULD BE "AUTOMATIC.") INITIALLY, MACRIS CONTINUED, THE GREEKS SUGGESTED THAT THE EXCHANGE OF FLIGHT INFORMATION TAKE PLACE BETWEEN THE LARISSA AND ESKISEHIR SECTOR OPERATIONS CENTERS (SOC). THE TURKS RESPONDED THEY PREFERRED THAT IT BE DONE AT THE REGIONAL LEVEL AND THIS WAS AGREED TO WITH THE UNDERSTANDING THE REGIONAL CENTERS WOULD FEED THE INFORMATION TO THE SOCS.

4. ACCORDING TO MACRIS, AGREEMENT WAS ALSO REACHED TO USE THREE RADARS ON THE GREEK SIDE (ISMAROS, PILION, AND PARNIS) AND THREE ON THE TURKISH SIDE (IZMIT, CANAKKALE, AND TUTAKIA) AS PART OF THIS SYSTEM. HOWEVER, THE AGREEMENT FELL APART WHEN THE GOG SIDE PROPOSED THAT THE BASE LINE BE ESTABLISHED TO COINCIDE WITH THE FIR LINE, THE TERRITORIAL BOUNDARY OR THE COASTAL LINE OR SOME COMBINATION OF THESE. MACRIS MAINTAINED THAT THIS WOULD BE CONSISTENT WITH THE

NOTE BY OC/T: NOT PASSED ABOVE ADDRESSEES.

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C O N F I D E N T I A L SECTION 2 OF 2 ATHENS 7970

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ESTABLISHED ASSIGNMENT OF AIR CONTROL RESPONSIBILITY IN THIS AREA BY THE ICAO AS WELL AS BY NATO. (HE MADE REFERENCE IN THIS CONNECTION TO THE NATO EARLY WARNING MAP-- AIR SOUTH MANUAL 355-1 -- SHOWING SPECIFIC AREAS OF RESPONSIBILITY AND PROVIDING, HE SAID, A GENERAL FRAMEWORK FOR THE GREEK PROPOSED BASE LINE.) HE STRESSED THAT THE DEPTH OF THE ZONES TO BE COVERED BY THIS CROSS-TELL SYSTEM TO THE EAST AND TO THE WEST OF THE BASE LINE WAS NEGOTIABLE AND THE GOG WAS WILLING TO CONSIDER A WIDER AREA TO THE WEST AND A NARROWER AREA TO THE EAST BECAUSE OF THE GEOGRAPHIC DIFFERENCES. THE TURKISH SIDE FOUND THIS UNACCEPTABLE AND INSISTED ON THE PROPOSAL IT HAD MADE IN ISTANBUL (REF C) CALLING FOR A SIXTY NAUTICAL MILE (NM) ZONE OF TWO CONTIGUOUS THIRTY NM BANDS LOCATED WEST OF THE FIR LINE.

5. LIMNOS TMA. MACRIS SAID THAT AT THE ATHENS MEETING THE GOG HAD PROPOSED A FURTHER REDUCTION IN THE LIMNOS TMA BY SOME 55 PERCENT. AT THIS POINT THE TURKISH EXPERTS DORPPED THEIR EARLIER DEMAND THAT THE SIZE OF THE LIMNOS TMA BE REDUCED AND DEMANDED INSTEAD, HE SAID, THAT THE

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LIMNOS AIRPORT BE USED ONLY BY CIVILIAN AIRCRAFT AND NOT BY ANY MILITARY AIRCRAFT, ASKING ALSO THAT NO TACAN BE LOCATED THERE FOR MILITARY FLIGHTS. MACRIS EXPLAINED THAT THIS NEW TURKISH DEMAND, WHICH CHALLENGED THE STATUS OF A GREEK AIRPORT, WAS OUTSIDE THE TERMS OF REFERENCE OF THE AIR SPACE TALKS. HE ALSO GAVE US AGAIN A DETAILED REVIEW OF HOW THE TREATY OF MONTREUX SUPERSEDED THE PROVISIONS OF THE LAUSANNE CONVENTION ON THE REGIME OF THE STRAITS IN ORDER TO SHOW THAT IT WAS INACCURATE FOR THE TURKS TO CLAIM THAT LIMNOS IS A DEMILITARIZED ISLAND.

6. AIRWAY W14; MACRIS SAID THE TURKISH SIDE HAD REQUESTED THE COMPLETE ABOLITION OF AIRWAY W14 BETWEEN THE ISLANDS OF LIMNOS - MYTILINI - CHIOS - AND SAMOS. THE GREEK POSITION IS THAT ALTHOUGH TRAFFIC IS LIGHT AT PRESENT, CONSISTING PRIMARILY OF PRIVATE AIRCRAFT AND AIR TAXIS, THE AIRWAY IS USED BETWEEN KAVALA AND RHODES. IN ORDER TO MEET THE TURKISH REQUEST, HOWEVER, THE GOG IS PREPARED TO DECLARE AIRWAY W14, OR SEGMENTS OF IT, INACTIVE WHENEVER THE TURKS SCHEDULE MILITARY EXERCISES IN THE AREA. ANY GREEK TRAFFIC WOULD THEN BE SUBJECT TO THE SPECIFIC INSTRUCTIONS OF THE LOCAL AIR TRAFFIC CONTROLLER. MACRIS SAID THE TURKISH SIDE DID NOT FIND THIS SATISFACTORY AND INSISTED ON FULL ABOLITION OF AIRWAY W14.

7. DANGER ZONES: THE TURKISH SIDE HAD REQUESTED THE CANCELLATION OF THE CONTINUOUS RESTRICTED DANGEROUS AREAS LGD 62, LGD 65 AND LGD 68. THE GOG HAS NOW AGREED TO THIS PROVIDED THE GOG CANCELS THREE SIMILAR DANGER ZONES IN THE ISTANBUL FIR. ONCE THIS AGREEMENT GOES INTO EFFECT, NOTAMS WILL BE ISSUED FOR SPECIFIED PERIOD TO COVER EACH SPECIFIC EXERCISE.

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8. OTHER TECHNICAL ISSUES: THE GREEK SIDE INDICATED ITS WILLINGNESS TO MEET THE TURKISH DESIRE TO HAVE THE LOWER LIMITS OF CERTAIN AIRWAYS RAISED TO 10,000 FT. BUT DECLINED TO DO SO WITH RESPECT TO AIRWAYS G8, R20 AND R32 FOR REASONS OF SAFETY. A TURKISH REQUEST FOR ADJUSTMENT IN AIRWAY R32 IS UNDER STUDY BY THE GREEKS AS ARE SOME OTHER REQUESTS.

9. COMMENT: MACRIS MAINTAINS THAT THE GOG TRIED ITS BEST AT ISTANBUL AND IN ATHENS TO SATISFY TURKISH CONCERNS AND REQUIREMENTS. HOWEVER, ON THE SECURITY QUESTION THE GOG FEELS IT MUST CONTINUE TO INSIST ON "REAL RECIPROCITY" IN ORDER NOT TO LEAVE ITSELF VULNERABLE TO ACCUSATIONS OF SURRENDERING GREEK RIGHTS AND SOVEREIGNTY. THERE HAS NOW BEEN ANOTHER PUBLIC STATEMENT BY

TWO RETIRED GENERALS (SEE ALSO ATHENS 7638) RAISING QUESTIONS
ABOUT THESE NEGOTIATIONS AND CALLING FOR AN END TO THE AIRSPACE
TALKS. AS A RESULT WE CAN EXPECT THE GOG, WHICH IS ALREADY
SUSPICIOUS OF TURKISH OBJECTIVES IN THE TALKS, WILL CONTINUE TO
ADDRESS THE ISSUE WITH GREAT CAUTION.

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